

High-elevation Adjustment (1973-1974 ATC70)

If the ATC is going to be ridden for any sustained period at high elevation (above 5,000 ft./1,500 m), the high elevation compensator knob (Figure 32), located on the left-hand side of the carburetor, must be pulled out.

CAUTION

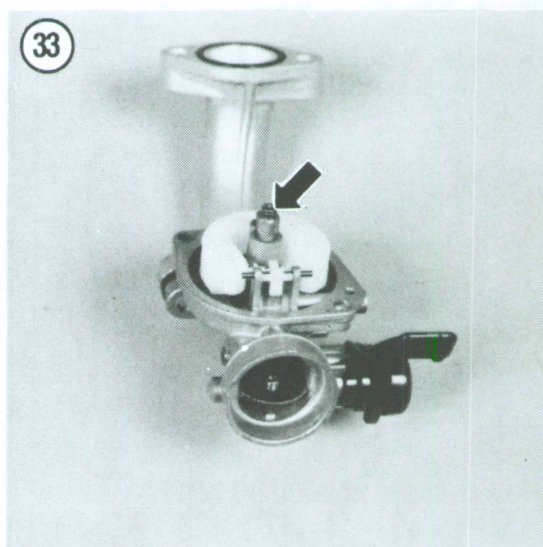
If the carburetor has been adjusted for high-elevation operation, the high elevation adjuster knob must be pushed in to the standard setting when ridden at elevations below 5,000 ft. (1,500 m). Engine overheating and piston seizure will occur if the engine runs too lean.

High-elevation Adjustment (All Other Models)

If the ATC is going to be ridden for any sustained period at high elevations (above 5,000 ft./1,500 m), the main jet should be changed to a one-step smaller jet. Never change the jet by more than one size at a time without test riding the bike and running a spark plug test. Refer to Chapter Three.

CAUTION

If the carburetor has been adjusted for high-elevation operation, it must be changed back to standard settings when ridden at elevations below 5,000 ft. (1,500 m). Engine overheating and piston seizure will occur if the engine runs too lean with the smaller jet installed.



1. Remove the carburetor as described in this chapter.
2. Remove the screws securing the float bowl and remove the float bowl.
3. Remove the main jet (Figure 33) and replace it with the factory recommended high elevation size. Refer to Table 2.
4. Install the float bowl.
5. Reinstall the carburetor as described in this chapter. Be sure to route the drain tube correctly.
6. Turn the pilot screw in 1/2 turn.
7. Start the engine and adjust the idle speed as described in Chapter Three.
8. Test ride the bike and perform a spark plug test, refer to Chapter Three.

THROTTLE CABLE

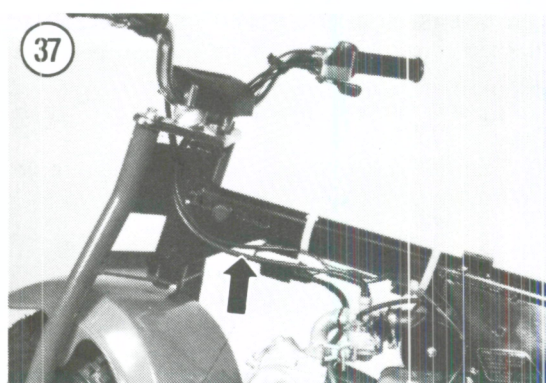
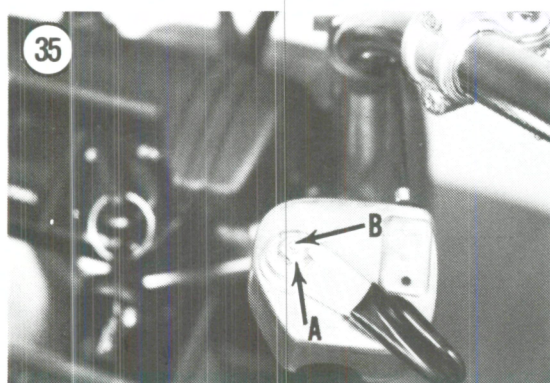
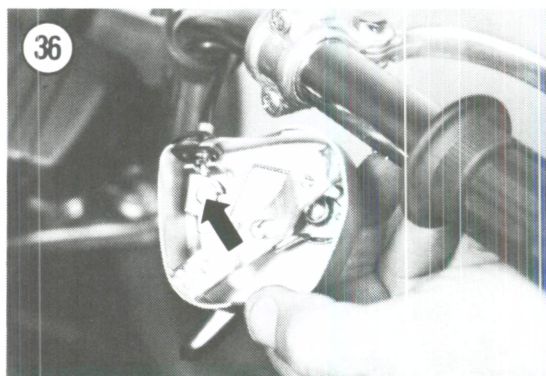
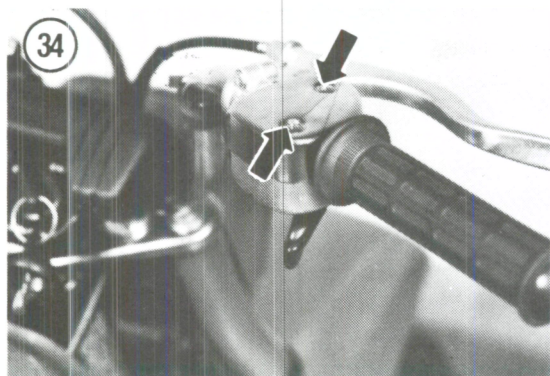
Removal

1. Place the ATC on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.
2. Remove the seat/rear fender assembly.
3. Remove the fuel tank as described in this chapter.

NOTE

Before removing the top cap, thoroughly clean the area around it so no dirt will fall into the carburetor.

4. Unscrew the carburetor top cap and pull the throttle valve assembly up and out of the carburetor.
5. Depress the throttle valve spring and remove the throttle cable from the throttle valve.

**NOTE**

Place a clean shop rag over the top of the carburetor to keep any foreign matter from falling into the throttle slide area.

6. Disassemble the throttle lever assembly as follows:

- Remove the screws (Figure 34) securing the throttle cover and separate the 2 halves of the throttle lever assembly.
- Remove the assembly from the handlebar.
- On models so equipped, pull the engine stop switch from the top of the throttle lever cover.
- On models so equipped, withdraw the electrical cable from the rubber grommet in the cover.
- Turn the throttle lever base upside down and straighten the locking tabs on the lockplate (A, Figure 35).
- Remove the bolt (B, Figure 35) securing the throttle lever to the base and remove the throttle lever and spring.
- Remove the throttle cable end from the throttle lever (Figure 36).

7. Disconnect the throttle cable from any clips holding the cable to the frame.

NOTE

The piece of string attached in the next step will be used to pull the new throttle cable back through the frame so it will be routed in the exact same position as the old one.

8. Tie a piece of heavy string or cord (approximately 6-8 ft./2-3 m long) to the carburetor end of the throttle cable. Wrap this end with masking or duct tape. Do not use an excessive amount of tape as it must be pulled through the frame (and, on some models, a rubber grommet) during removal. Tie the other end of the string to the frame.

9. At the throttle lever end of the cable, carefully pull the cable (and attached string) out through the frame (Figure 37). Make sure the attached string follows the same path of the cable through the frame.

10. Remove the tape and untie the string from the old cable.

Installation

- Lubricate the new cable as described in Chapter Three.
- Tie the string (used during removal) to the new throttle cable and wrap it with tape.

3. Carefully pull the string back through the frame routing the new cable through the same path as the old cable.
4. Remove the tape and untie the string from the cable and the frame.
5. Reverse Steps 1-7 of *Removal*, noting the following.
6. Apply grease to the pivot bushing in the throttle lever cover and to the throttle lever.
7. Install the throttle lever, spring and rubber seal as shown in **Figure 38**.
8. Operate the throttle lever and make sure the carburetor throttle linkage is operating correctly and with no binding. If operation is incorrect or there is binding carefully check that the cable is attached correctly and there are no tight bends in the cable.
9. Adjust the throttle cable as described in Chapter Three.
10. Test ride the ATC and make sure the throttle is operating correctly.

CHOKE CABLE (ATC125M)

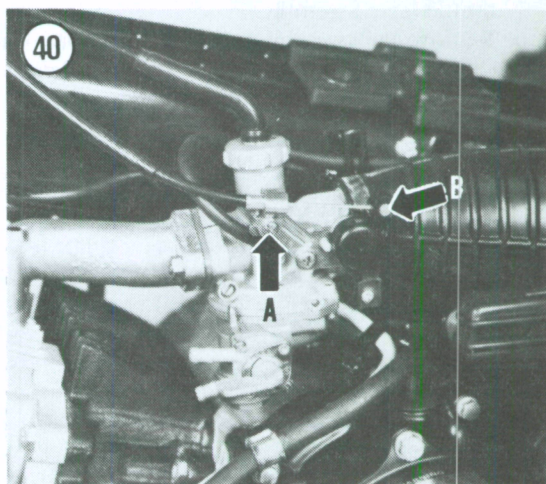
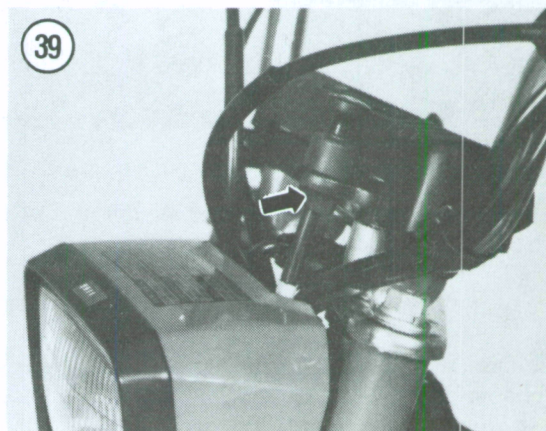
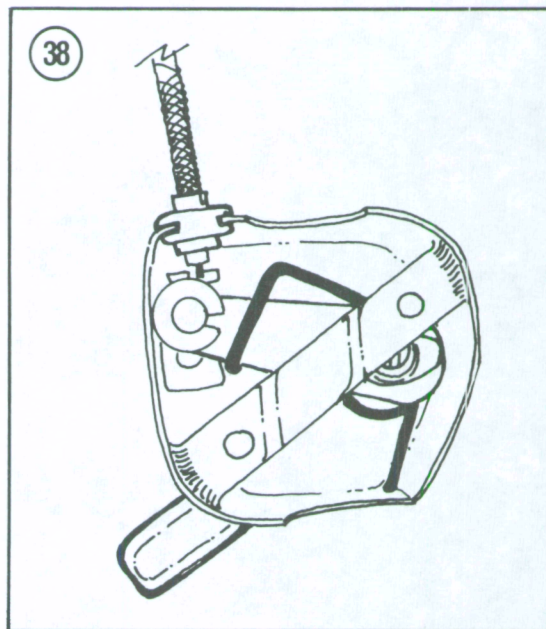
Removal/Installation

1. Place the ATC on level ground and set the parking brake.
2. Remove the seat/rear fender assembly.
3. Remove the fuel tank as described in this chapter.
4. Loosen the choke cable nut (**Figure 39**) securing the choke knob assembly to the handlebar upper holder and remove the cable from the holder.
5. Remove the clamping screw and clamp (A, **Figure 40**) securing the choke cable to the carburetor body.
6. Unhook the cable end (B, **Figure 40**) from the lever on the carburetor body.

NOTE

*The piece of string attached in the next step will be used to pull the new choke cable back through the frame so it will be routed in the same position as the old cable (**Figure 41**).*

7. Tie a piece of heavy string or cord (approximately 6-8 ft./2-3 m long) to the carburetor end of the choke cable. Wrap this end with masking or duct tape. Do not use an excessive amount of tape as it will be pulled through the rubber grommet during removal. Tie the other end of the string to the frame.
8. At the handlebar end of the cable, carefully pull the cable (and attached string) out through the



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